

Burlington Planning Commission

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Vacant, Youth Member



Burlington Planning Commission Minutes

Tuesday, April 9, 2013 - 6:30 pm

PC Present: Y. Bradley, B. Baker, A. Montroll, H. Roen, J. Wallace-Brodeur

PW Present: M. Porter, N. Lavery, B. Alberry, A. Hopkins, T. Archambeau

Absent: A. Saba, L. Buffinton

Staff: S. Thibault, D. White

I. Agenda

No changes. A. Montroll, J. Wallace-Brodeur

II. Public Forum

Y. Bradley – Opened the public forum at 6:35 pm.

S. Bushor – Councilor from Ward 1. Concern of trying to have DPW and Planning Commission to work together to modify and reduce the number of parking needed in a project. Here to listen. How do we get to where we want to be?

Y. Bradley – Closed the public forum at 6:36 pm.

III. Parking Discussion with Public Works Commission

D. White – The original impetus for this meeting came from the public works commission on the off-street parking for residential areas. Public Works Commission (PWC) has an interest on the issue for effects on on-street parking. What is the purpose and public interest in regulating the on-street parking program? How does that dovetail with off-street parking regulations? Might not be worth talking about the particular of the zoning amendment proposed.

Y. Bradley – What do we see as issues for on-street and off-street parking?

N. Lavery – PWC ends up making small decisions about individual parking spaces – types of meters – and residential parking program. Not sure there is a good handle on the larger parking issues in the city. The Commission benefited from the planBTV parking discussions and recommendations. He would like to believe they make decisions that are consistent with overall parking and transportation conversations. Most of the pressure is mostly in residential areas, where too many vehicles and people are located.

M. Porter – It's all about capacity of the parking facilities and on-street. There is a ceiling and max number of spaces available. PWC doesn't want to impact the planning commission and the policy decisions either when a number of parking spaces have been permitted. Sometimes, P&Z is making decisions and putting conditions that then go to the public works commission.

B. Alberry – What are the repercussions of reducing the parking in the downtown? What can we do to create parking for the people that are coming in? Often people are not using the parking that is on-site.

D. White – planBTV presents an array of management practices that can help with the parking issues. Downtown is a different animal than the residential areas. Residential parking programs are usually in place to deal with overspill of parking – off site impact of institutions. Major issues where on-street

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parking is limited, because of other transportation facilities or lack of space. We will never built ourselves out of a parking problem, because the demand will always be there.

A. Montroll – We try to get the most efficient use of the parking spaces we have, including off and on-street parking. During the holidays, there is great shared parking, which makes parking much easier to deal with. Does that shared use parking model fit in the residential neighborhoods as well? Between people's driveway and the street, how do we manage parking so that it is always available for residents and others.

N. Lavery – Does the shared use parking work in residential area? In downtown it works with 9 to 5 workers and then evening users.

Y. Bradley – Residential pressure to insure parking is available in front of their house. Is there a blend to use parking in the day and at night by different people?

M. Porter – Restrictions for conversions of single-family homes to multi-family. If you create more units, you have to provide additional parking.

D. White - Now a unit is a studio or 6-bedroom. The amendment looks at the true demand for off-street parking. In smaller units, demand tends to be lower demand, then for larger units add a parking space per bedroom.

B. Baker – The amendment is not just looking at units but the size of the units. Because of the parking requirements don't match up with the number of bedrooms, we are encouraging developers to develop larger units. We need a mixture of units sizes.

M. Porter – At some point there is a total capacity in the city when it comes to parking and traffic. If we can't go out you have to go up. We are at capacity, at what point do we look at other restrictions on undeveloped land and grow elsewhere.

D. White – He believes there is capacity and the opportunity to better manage what we have. It's much more limited for shared use in a residential area. There is still daytime and nighttime demands that are different. The spaces are there for residents at night – that is how many programs work.

M. Porter – There is also an issue of enforcement after 6pm.

A. Montroll – Residential parking program study will be funded by the Metropolitan Planning Organization in the next year.

S. Goodkind – The purpose of the study is to look at our system and other systems elsewhere and make suggestions.

M. Porter – What would be the delay in adding a step to the development review process?

Y. Bradley – The DRB would be reviewing projects, not Planning Commission.

M. Porter – He would like to be part of the discussion a bit more and understand the issues.

D. White – For major impacts projects there is technical review where DPW staff can have an initial bite at the apple and give input.

A. Montroll – Develop a joint policy on how we deal with parking in the city – on-street and off-street.

J. Wallace-Brodeur – What is the capacity for shared parking? What is the on-site capacity on properties, in the light of our zoning amendment? Will we create a larger problem or not in those areas? Would be nice to go at it in a more thoughtful and data driven analysis.

A. Montroll – Look at both sides of the capacity spectrum, on and off-street capacity. To help understand the needs.

M. Porter – Most of the street that have residential parking, park only on one side of the street.

S. Bushor – It would be really hard to legislate some of the houses don't have driveway so they need on-street parking. The Commissions are trying to define how to deal with current parking. What about future demand and the use of more alternative transportation modes.

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A. Hopkins – There are different populations in the city. Students don't drive to work so they don't clear the street during the day versus workers who might leave the city or their house.

B. Baker – We've have limited success not to bring their cars to the City, as a landlord. We unbundle parking and charge for it separately.

T. Archambeau – When it comes to parking management plans, what are they and who does it?

D. White – The ordinance does not look at on-street parking. Developers can get a waiver of 50% of parking requirements with a management plan. They can use alternative ways to provide transportation options to their tenants, employees, etc. CATMA is the model. That could be another opportunity, when request for waiver, then get on-street parking looked at.

T. Archambeau – Champlain College is coming to the DPW to talk about parking moving a bit because of construction.

D. White – Why would we want to add the meters on the street around Champlain College? To get turnover during the day?

A. Hopkins – Yes, they also want to get out of the business of enforcing parking on a public street.

M. Porter – What will be the impact of the residential parking changes?

D. White – He explained the purpose of the amendment, using bedrooms instead of units.

M. Porter – Have you considered the conversion to rentals for 2 to 4 bedroom units, add more off-street parking requirements?

D. White – Before, there was a different parking requirement for condos v. others. The ability to manage that is difficult. How do we manage the on-site spaces? He would love to participate in the study for the residential parking program. The issuance of the street parking permits is part of the major issue.

B. Baker – The Planning Commission needs to look at everything, not just parking, but also housing and affordability.

M. Porter – He does not have a contention against the residential parking amendment. Likes the incentive towards the smaller units.

N. Lavery – What is the status of the amendment?

A. Hopkins – It is nice to know that PWC can count on the PC for support on the residential parking program study and changes.

B. Alberry – A lot of it will come down to what we do with parking permits on-street. Staff can work together to know what was allowed on the property v. what should be allowed on the street.

IV. Report of the Chair

No report presented.

V. Report of the Director

The Director presented the following report:

- He will be away at the National American Planning Association (APA) conference in Chicago starting tomorrow afternoon until next week. S. Thibault will be away as well.

VI. Committee Reports

Executive Committee – Met last week.

Long Range Planning Committee – will be meeting Thursday April 11.

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Ordinance Committee – Did not meet last week. The committee will be taking up urban agriculture amendments. Staff will draft changes to the ordinance.

VII. Commissioner Items

None.

VIII. Minutes/Communications

On a motion by A. Montroll, seconded by B. Baker, the Commission unanimously approved the March 26, 2013 minutes, as amended.

XI. Adjourn

On a motion by H. Roen, seconded by A. Montroll, the Commission unanimously adjourned the meeting at 8:14pm.



Yves Bradley, Chair

5.14.13

Date



S. Thibault, recording secretary

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